



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090523

Mode: Highway

Status: Submitted

NC-68

From/Cross Street: US 311

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Statewide Mobility

Length: 2

TIP#: U-5169

Fully Funded in Draft STIP? No

Cost to NCDOT: \$16,075,000

Description:

U-5169- Reconstruct the Existing interchange of US 311 and NC 68 to Support Unanticipated Turning Volumes.

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 27.16

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 51.71 Safety (10%) 33.35 Economic Competitiveness (10%) 14.88 Multimodal + [Freight & Military] (20%) 16.18 [Travel Time] Benefit/Cost (30%) 11.96 Totals: Weight: 100% Weighted Score: 27.16	N/A	N/A

Regional Impact Total Score: 53.42

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 51.71 Safety (10%) 33.35 [Travel Time] Benefit/Cost (25%) 11.96 Accessibility / Connectivity (10%) 41.67 Totals: Weight: 70% Weighted Score: 23.42	Percent: 15% Points: 100	Percent: 15% Points: 100

Division Needs Total Score: 66.07

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 33.35 [Travel Time] Benefit/Cost (20%) 11.96 Congestion (V/C) (20%) 51.71 Totals: Weight: 50% Weighted Score: 16.07	Percent: 25% Points: 100	Percent: 25% Points: 100

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Rolling
Lane Width:	9
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	62503.12
Capacity:	140411.43
Volume/Capacity Ratio:	0.45
% Autos:	95%
% Trucks:	5%
Truck Volume:	3236.67
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	20
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	90
Actual Congested Speed:	18.5
Travel Time Index:	3.24

Project Benefits

Project Cross-Section:	
Speed Limit:	60
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	8557000
Travel Time Savings for 30 Years (Autos):	8113882.54
Travel Time Savings for 30 Years (Trucks):	443117.46
Long-Term Employment:	137
% Change in Economy:	0.00016054
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 7	100%	100	100
	0%	0	0
	0%	0	0
TOTAL Division Points		100	100

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
High Point Urban Area MPO	100%	100	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	100

Project Cost and Source

Construction Cost:	\$14,100,000	TIP Unit
Right-of-Way Cost:	\$1,975,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$16,075,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$16,075,000	